

ALONG THE WHARVES

The Transport Grant is Very Inaccessible.

GUARDED LIKE THE SACRED CITY

THE AORANGI, QUEEN AND AMERICA MARU COME IN BUNCH.

The Allen Loosa a Passenger—Tommy McCombe on Queen—Kikikat From Port Ludlow.

THE inner temple of the sacred city is not more inaccessible than several of the transports that have passed through here lately. The Thomas, lately here, and the Grant, now here, are specimens of the way the officers of the ships act against the best interests of the quartermaster, who is supposed to be in charge of the vessel and who under ordinary circumstances should be as accessible as the army quartermaster in the Progress block in this city.

Because the captain of the Grant told two men stationed by him at the head of the gangway to allow no one on board they carried out their orders. Although business with the quartermaster was advanced to the subordinate stationed at the entrance to the ship, admittance was denied. The man at the gangway was said to be a dandy and he would let people aboard and he'd be damned if he knew who could let anybody on board. People in town having business aboard are anxious to know if the transports coming here are under the direction of the quartermaster or if the captain is the main guy.

Were navy officers in charge of Uncle Sam's transports people would look for at least decent treatment when they attempt to board them. The class of men in charge of the navigation of most of the transports coming here are probably men who have had jobs as captains on little ships some time and have never learned what politeness is.

The Grant on arrival yesterday was about as dirty a looking vessel as ever put in here. The appearance of her at one time white hull was enough to give a sailor man fond of a good looking ship the shivers. A crew of men was put to work cleaning her sides as soon as she docked so that in the afternoon she presented an improved appearance. She will coal here and leave for Manila by way of Guam about Sunday.

Queen Arrives.

The P.C.S.S. Queen, Reilly commander arrived in port and hauled alongside the Likiep wharf shortly before 10 o'clock yesterday afternoon. She could have got in port Tuesday night, but her captain did not wish to come in until morning, so the vessel slowed down. This is the first trip of the Queen on this port. She takes the place of the Australia until one of the new boats can be substituted. The only officer of the Queen who was on the Australia is Tommy McCombe, the purser. The same genial smile was on his face as he greeted friends in his cheery way. With Tommy on the Queen she did not seem to be a strange boat. The Queen brought an exceptionally large passenger list. Among the number were a great many kamaianas.

The officers of the Queen are as follows: T. R. Reilly, commander; C. Alberts, chief officer; C. H. Mott, second officer; H. H. Balcom, third officer; W. H. Allison, chief engineer; E. A. Parsons, first assistant engineer; F. J. Thomas, second assistant engineer; T. C. McCombe, purser; Dr. W. L. Friedman, surgeon; and E. Curtis, chief steward.

Passenger Died at Sea.

SAN FRANCISCO, Oct. 16.—When her flag at half mast, the bark S. C. Allen, Captain Johnson, arrived yesterday afternoon from Honolulu with the dead body of Walter J. Morrison on board. The deceased, who was 25 years old, was a sufferer from lung trouble, and some weeks ago went to the Hawaiian islands in the hope that his health would be benefited. He sailed for home on the Allen three weeks ago and died at sea on October 10. The relatives of the young man live at 1515 Tenth avenue, Oakland.

Scarcity of Men.

There is a great scarcity of sailors here just at present. The Amy Turner and Fresno are waiting to fill their crews and both have been ready for sea for several days. Captain Johnson of the S. D. Carleton was in town last week trying to get men for his vessel, which is at Kahului, but he was not successful and left on the Maui without shipping a man.

The sailor men are finding work ashore and do not want to ship. Many of them are doing stevedore work and some others are at work on the Diamond Head road. As high as \$40 a month is being offered for men, but they cannot be obtained. The Fresno is short four men, the Amy Turner needs two men and the Carleton at Kahului wants three sailors.

Queen's Report.

Left San Francisco October 17, 1900, at 2:34 p. m., with 108 cabin and 56 steerage passengers and 17 bags of mail. Experienced light, variable winds, smooth sea and fine weather all the way; arrived October 24th. Time, 6 days, 14 hours, 25 minutes.

Aorangi's Report.

The H. M. S. Aorangi, C. W. Hay, commander, left Sydney on Monday, the 8th inst., at 1:15 p. m., and cleared Sydney Heads at 2 p. m. Fine weather with

sailed to Brisbane, which port was reached at 11 a. m. on the 10th inst. Left again at 2:30 a. m. on the 12th inst., experiencing fine weather with easterly and east-northeasterly winds until the 16th inst., when southeasterly winds were met with and continued until the 20th inst., thence to port, fresh northeast trade winds, with head seas, were experienced, and fine weather, with occasional heavy showers. The equator was crossed on the 18th inst.

New Atlantic Service.

NEW YORK, Oct. 16.—It is understood that the Atlantic freight service arranged by the Norfolk & Western, the Chesapeake & Ohio and the Southern Railway will soon be put in operation. A number of steamers will be employed, most of them leaving Norfolk and the others Newport News. There will be direct sailing for Hamburg, Rotterdam, Antwerp, Glasgow, London, Liverpool and other points in Europe. Each of the railroad companies named will have allotted to it a fixed percentage of the freight space of each steamer. The cargoes will consist chiefly of grain, cotton, cottonseed oil, packing house products, tobacco, timber, flour, phosphate rock and pig iron. No coal will be carried. On the westward voyages, it is expected, the steamers will, as a rule, come in ballast.

Portland Line.

PORTLAND, Ore., Oct. 16.—Two more of the steamships which will be used in the service of the Oregon and Oriental Steamship Company have been secured and will follow the German steamship Eva, which was the pioneer vessel of the line. The new vessels will be the British ship Carmarthenshire and the Norwegian ship Universe. It is reported that the company has secured other steamers of a similar type to the Carmarthenshire which will be placed in the service as soon as the present trouble in the Orient abates.

Shipping Notes.

The barkentine Kikikat, Captain Custer, from Ludlow, arrived yesterday after a passage of twenty-six days.

The transport Conemaugh was expected to leave San Francisco the 18th. She will touch here and should arrive tomorrow.

With the four vessels which arrived yesterday there were seven big ocean steamers in port and wharf room for all but one.

Purser George Beckley did not go out in the Kikikat on Tuesday. He will leave in the Mauna Loa today and go overland from Kona to join his vessel.

The pilots and quarantine physician had a lively time yesterday morning with the Grant, Aorangi, America Maru and Queen, all waiting outside to come to the wharf. As there was no wharf room for the Japanese boat, she took coal in the stream and sailed from Naval Row last evening. The Aorangi got away for Victoria at 7 o'clock.

Cuts and Bruises Quickly Healed.

"For three days and nights I suffered agony untold from an attack of cholera morbus brought on by eating cucumbers," says M. E. Lowther, clerk of the district court, Centerville, Iowa. "I thought I should surely die and tried a dozen different medicines, but all to no purpose. I sent for a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy and three doses relieved me entirely. I went to sleep and did not awake for eight hours. On awakening a few hours ago I felt so gratified that the first work I do on going to the office is to write to the manufacturers of this remedy and offer them my grateful thanks and say, 'God bless you and the splendid medicine you make.' This remedy is for sale by Benson, Smith & Co., general agents, Territory of Hawaii."

Excavating Contracted For.

Coral and Soil For Sale.

Dump Carts furnished by the day on Hour's Notice.

H. R. HITCHCOCK.

Bethel St., next to P. O.

PACIFIC TRANSFER CO.

297 King St., next to Bailey's Cylinders.

EXPRESS WAGONS, DRAYS, LUMBER WAGONS AND DUMP CARTS

ALWAYS ON HAND.

FRUNGS, FURNITURE AND SAFES

CAREFULLY HANDLED.

TELEPHONE MAIN 85.

SEATTLE BEER

On Draught or in Bottles at the "CRITERION"

1900 Model.

DR. SANDEN'S ELECTRIC BELT

1900 Model, Broad Cell.

It tones up the nerves and muscles and thus makes weak men strong. There is no mystery about it; you can satisfy yourself by a five minutes' inspection of the appliance that it is the natural application of Nature's great remedy for rheumatism; lumbago, varicose, nervous debility (however caused), weakness, kidney and bladder troubles. There is no belt made equal to the SANDEN. In 1899, 8,000 men and women were cured by it. YOU can be one of the thousands to be cured this year. Special attachments for ladies.

My valuable book tells all about it, and is sent free to any address. Consultation and advice free. Office hours—9 to 6; Sundays, 10 to 1.

NEVER SOLD IN DRUG STORES.

DR. A. T. SANDEN,

Corner Market St. and Grant Ave., San Francisco, Cal.

TIDE, SUN AND MOON.

Day	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Mon	8:17	1:17	8:22	1:22	8:27	1:27
Tues	8:26	1:26	8:31	1:31	8:36	1:36
Wed	8:35	1:35	8:40	1:40	8:45	1:45
Thur	8:44	1:44	8:49	1:49	8:54	1:54
Fri	8:53	1:53	8:58	1:58	9:03	2:03
Sat	9:02	2:02	9:07	2:07	9:12	2:12
Sun	9:11	2:11	9:16	2:16	9:21	2:21
Mon	9:20	2:20	9:25	2:25	9:30	2:30

YESTERDAY'S WEATHER.

Diamond Head Signal Station, Oct. 24, 10 p. m.—Weather cloudy; wind fresh, northeast.

MOVEMENTS OF STEAMERS.

Steamers due and to sail for the next thirty days are as follows:

ARRIVE

Steamers: From: Due: Mowera—Victoria: Oct. 27

Peking—S. F.: Nov. 2

Gaelic—S. F.: Nov. 10

Australia—S. F.: Nov. 17

Hongkong Maru—S. F.: Nov. 21

DEPART

Hongkong Maru—S. F.: Oct. 27

Queen—S. F.: Oct. 30

Mariquosa—S. F.: Nov. 3

China—S. F.: Nov. 13

Doric—S. F.: Nov. 20

Nippon Maru—S. F.: Nov. 20

Australia—S. F.: Nov. 21

Warrimoo—Victoria: Nov. 21

LUCKENBACH FROM NEW YORK

New Spreckels Boat Makes San Francisco in 49 Days.

SAN FRANCISCO, Oct. 16.—The splendid tugboat L. Luckenbach, the latest addition to the fleet owned by the firm of John D. Spreckels & Bros. Company, arrived here yesterday afternoon from New York. The new boat is of the type known as "ocean-going" and it is the boast of the men who sail this class of tug that they can outride a storm which would swamp much larger steamers.

The Luckenbach arrived at Pacific street wharf shortly after 5 o'clock. The crowd on the wharf gave Captain McCoy a hearty welcome home and offered him its congratulations for his speedy voyage. Speaking of the trip, the captain said the run to San Francisco was an uneventful one.

"We left New York late on August 4 and completed the passage in seventy-two days, steaming fifty-two days and laying off twelve days and sixteen hours. Stops were made at Santa Lucia, Rio de Janeiro, Sandy Point, Coronal and Callao. From the latter point we made the run home in sixteen days. In the Atlantic we had generally unfavorable weather, but on this side we averaged much better conditions."

"Three days out from Rio our deck load of sixteen tons of coal was lost. Coming through the Straits we were not treated to a sight of the Indians, nor did we witness any massacres or big fires."

"The Luckenbach proved herself a great sea boat and behaved splendidly in the rough weather we experienced. Taking it all through, she made a first-rate voyage and can be well termed a noble vessel."

The Luckenbach is one of the biggest boats of her class. She measures 135 feet in length. Her gross tonnage is 230.

ROCK FOR BALLAST.

White and Black Sand

In Quantities to Suit.

Excavating Contracted For.

Coral and Soil For Sale.

Dump Carts furnished by the day on Hour's Notice.

H. R. HITCHCOCK.

Bethel St., next to P. O.

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EXPRESS WAGONS, DRAYS, LUMBER WAGONS AND DUMP CARTS

ALWAYS ON HAND.

FRUNGS, FURNITURE AND SAFES

CAREFULLY HANDLED.

TELEPHONE MAIN 85.

PACIFIC HEIGHTS

Beautiful

and

Refreshing

at an

Altitude of

200 to 500 ft

Location.

The lots shown on this plot are located upon the Panoa Valley slope of

PACIFIC HEIGHTS

at an elevation of from 200 to 500 feet above sea level. They adjoin THE PACIFIC HEIGHTS

Electric Railway,

and have a frontage upon Panoa Road, now being widened and macadamized.

Attractions.

Located on high ground, excellent scenic and marine views are to be had from all lots, and being upon the line of our Electric Railway, power and electric lighting plants, ready transportation and electric lighting can be secured at very reasonable rates.

Water will be supplied at the rate of \$15.00 per year for each lot or at less than city prices—from our Pacific Heights water system.

To persons who will begin the erection of houses within 60 days, we will make special inducements in the matter of transportation of building material over our railway.

We can recommend this property as being especially desirable and attractive to persons seeking choice locations for homes of moderate cost.

Low Prices,

Good Terms.

On Monday, October 1st, we will begin the sale of these lots upon following prices, terms and conditions:

Prices of lots range from \$400 to \$750 each according to size and location. One-fourth cash at date of sale, balance in installments and at terms to suit purchasers.

For further particulars apply to

Bruce Waring & Co.,

PROGRESS BLOCK.

Wm. G. Irwin & Co

LIMITED

Offer for Sale:

REFINED SUGARS.

Cane and Granulated.

PARAFFINE PAINT CO.'S

Paints, Compounds and Building Papers.

PAINT OILS.

Lucol—Raw and Boiled. Lamsed—Raw and Boiled.

INDURINE,

Water-proof cold-water Paint, inside and outside; in white and colors.

FERILIZERS

Alex. Cross & Sons' high-grade Scotch fertilizers, adapted for sugar cane and coffee. N. Ohlandt & Co.'s chemical fertilizers and finely ground Bonemeal.

STEAM PIPE COVERING,

Reed's patent elastic sectional pipe covering.

FILTER, PRESS CLOTHS,

linen and Jute.

SEMENT, LIME & BRICKS

Agents For

WESTERN SUGAR REFINING CO., San Francisco, Cal.

BALDWIN LOCOMOTIVE WORKS, Philadelphia, Pa., U. S. A.

NEWELL UNIVERSAL MILL CO., (Mant. "National Cane Shredder") New York, U. S. A.

OHLANDT & CO., San Francisco, Cal.

RISDON IRON AND LOCOMOTIVE WORKS, San Francisco, Cal.

Hawaiian Navigation Co.

GASOLINE SCHOONERS.

Surprise sails from Honolulu every ten days to Lahaina and Makana, Maui, and all the Kona ports of Hawaii. Alternating (Tuesdays or Fridays) with Inter-Island Steamers, this gives Kona a 5 day service.

Eclipse sails from Honolulu as soon as possible after arrival for Kona ports, Koloa, Elele, Hanalei, Makalei, Waimea and Kekaha.

The vessels carry freight and passengers and insure quick dispatch.

For further information apply to the agents.

M. W. McCHESNEY & SONS, Queen Street : : : Honolulu 34-3m

Wm. G. IRWIN & CO. LTD.

Wm. G. Irwin, President & Manager

Clara Spreckels, First Vice-Pres.

W. M. Giffard, Second Vice-Pres.

H. M. Whitney, Jr., Treas. & Sec't.

Geo. W. Ross, Auditor.

SUGAR FACTORS

Commission Agents.

AGENTS FOR THE

Oceanic Steamship Co.

Of San Francisco, Cal.

Hawaiian Ballasting Co.

NO. 16, QUEEN ST.

H. L. EVANS,

MANAGER.

Foundation Stone,

Curbing, Black and White Sand

AND

Soil of all Description for Sale.

Drays for Fire.

A CONVERSATION.

Said B: "A t'ne other day, Toget' ar as I boy sat, 'Let' a you 2 and I 'Kee' a go and I buy' At a inq' dnd, 'Buy What' One of

V.ley's ironing Tables That's What.

"D'cn't you delay; Me he hants," says A. Th e public does the same. Of all the tables in this town Th ey have the greatest name. For sale by H. F. BUEHLMANN'S SHOP, Opposite Wall, Nichols Co.